





## Clark, McEwen &amp; Co's Column.

CLARK, McEWEEN &amp; CO., WHOLESALE AND

RETAIL DEALERS IN TEAS—CARD—AMONG THE

great variety of cheap of teas which Mr. Bar-

tholme has been pleased to take our order for and

for us, from number of specimens of Chi-

na and Japanese wares of art, now on exhibition

at our store, which the wisest philosophers of

this section are unable fully to explain, though

the best judges of it in the city or surrounding

country will usually assert are testimonials of the

highest character from the principal families of

China and Japan, as regards their strength and

richness of flavor.

CLARK, McEWEEN &amp; CO., WHOLESALE AND

RETAIL GROCERS, At QUINCY—Articles of Im-

portment as follows have been filed, amongst us

by the leading grocers of the city with con-

siderable quantities in our line is just in the case

(S—This class of goods having been chosen

at our earnest solicitation.)

1 We have bought in quantity with goods

were lowest

2 We have thrown a superior article of inter-

mediate in the market

3 We refuse to advance our prices with the

market

4 We believe in small profits and large sales

cost, and

5 The course we have adopted will ruin the

mercantile trade

To these articles we have made answer, viz:

Should regret being a party to the ruin of the

grocers' section in this city, should continue

however to throw goods in the market of strictly

first class quality at our present low rates, and

and trust to the decision of so intelligent a class

of jurors for our release. This decision has been

reached by a liberal and wise

CLARK, McEWEEN &amp; CO., WHOLESALE AND

RETAIL WINE LIQUORS AND GROCERIES—Since our

return from New York we are placing before

customers all the best brands of these goods in the

country in this or foreign countries. Our do-

mestic liquor we purchase from the most cele-

brated manufacturers and foreign wines, Glas-

go and Brandy, in bond, direct from importers

With these facilities at our disposal, we are

offering our goods at following prices to the

trade. To this we have the most popular and

only a little brands in Northwestern Pennsylvania.

A single trial will satisfy

CLARK, McEWEEN &amp; CO. DEALERS IN TEAS—

A BOTTLE—All through the State of Michigan,

the "Hawkeye" and "Crystal Springs" brands

of flour are remarkably popular. After consid-

ering this trouble we have come again for this

place. These flour are noted for their sweet-

ness, lightness and snowy color.

We keep constantly on hand quantities of No

1 Ohio Oats, shelled Corn, pure Corn and Oats

Chops

Time and Paster at lowest rates

AMONG THE articles now in store may be

commercial,

Whitcomb Clamps,

London Chow Chow,

Lent &amp; Perrin's Sauce,

Genuine French Mustard,

French Capers,

French and Spanish Olives,

Tamarinds

Coco Nuts,

Onions,

Dates,

Preserved Ginger, Jellies (in glass), Seasoning

Powders, etc., etc.

SPECIAL NOTICE—We invite an examination

Gentlemanly and obliging Clerks always ready

to show goods without charge, feeling confident

that that is only necessary to secure a purchase.

CLARK, McEWEEN &amp; CO.

## OHEAP FOR CASH

500 DOORS (all sizes)

6000 SASH (all sizes)

1000 WASH PAINTED AND GLAZED.

Store Fronts and Blinds made to order

WARRANTED SEASONED.

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## Meeting of the Republican Club.

A meeting of the Republican Club, was held

on Saturday evening last, at City Hall, at 7 1/2

o'clock, and was attended by a large number of

the members of the club, and a number of

visitors. The proceedings were of an informal

character, and referred chiefly to our local

affairs and candidates. The importance of

getting out a full vote of the Republican party at

our next primary meeting, to be held on Satur-

day, the 31st of June next, was strongly pre-

sented in the discussions, and we trust every Repub-

lican voter in the Eastern District will, having

made all necessary preparations, and giving all other en-

gagements, will go to attend the polls, and cast his

vote on that day. Messrs Ames and Chase will

probably fill the offices for which they have been

named, and will be assisted by a truly sup-

ported by our party throughout the country, in

the Western District as well as here. The West-

ern District has many other candidates in the

field, and we trust the Eastern will stand by the

candidates from this section.

The club appointed Messrs H. C. Bloss, C. H.

Smith, and J. H. Baker.

The resolutions were as follows:

Resolved, That the National Republican Con-

vention be placed in nomination Messrs S. Ames

and Schuyler C. Chase, as the standard bearers of

the National Republican party in the pending

Presidential election, and Messrs Ames and Chase

be authorized to accept of the nomination, and to

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## Refined Petroleum Freight.

The refining interest of this section has been

more or less hampered by railroad freight dis-

crimination in favor of other localities, ever

since the first refinery was established; it was

not until last year, that the majority of the refin-

eries succeeded in obtaining anything like a fair

freight rate, and this one lasted only during a

portion of the year. Under this condition of

affairs, the refining interest in this section has

been of exceedingly low growth in comparison

with that of other places, and quite recently,

it was so low that it was of but little conse-

quence to the railroad companies.

During last winter, the producing capacity

was greatly enlarged, and now the old order of

things has been reversed in some measure, and

the carrying of the refined petroleum is no

week item to the railroad companies.

Last week a contract was entered into between

the Oil Creek refinery and the New York Cen-

tral Railroad Company, for the transportation of

ten thousand barrels of refined petroleum

from points along the Creek to New York, at

\$2.00 per barrel. This is a reduction from the

prevailing rate of twenty three cents per barrel.



## OIL, CREEK AND ALLEGHENY BY THE RAILWAY CO. TIME TABLE

**Northward Bound Trains**

No. 5 **13:35**—Leaving Boyd Farm 7:00 a. m., Tiptonville 7:35 a. m., arrival at Paducah 10:00 a. m., with change of cars.

No. 1 **1**—Mail—Leaving Boyd Farm 10:47 a. m., Tiptonville 11:17 a. m., arrival at Cory 1 p. m., arrival at Louisville 1:55 p. m., arrival at Paducah 3:53 p. m., arrival at Louisville 5:00 p. m.

No. 11 **1** **7** **Passenger**—Leaving Boyd Farm at 6:55 a. m., Tiptonville 11:57 a. m., arrival at Cory at 2:00 p. m.

No. 7 **1** **7** **Passenger**—Leaving Boyd Farm at 2:40 p. m., Tiptonville 5:10 p. m., arrival at Cory at 6:00 p. m.

No. 9 **1** **Freight**—Leaves Tiptonville 8:26 a. m., arrival at Cory 11:12 a. m.

No. 13 **1** **Freight**—Leaves Tiptonville 2:42 p. m., arrival at Cory 5:20 p. m.

**Southward Bound Trains.**

No. 4 **1** **Mail**—Leaving Cory 9:15 a. m., Tiptonville 11:25 a. m., arrival at Boyd Farm 12:00 p. m.

No. 6 DEPARTS—Leaving City 8:00 p. m. (last night) and C. & N. Y. R. R. 8:00 p. m. (this morning).  
No. 2 BOYS EAST ACCOMMODATION—Leaving TITUSVILLE 7:45 a. m. arrives at Boyd Farm 8 a. m. and at Jacksonville 8:30 a. m. and at Jacksonville 8:30 a. m. arrives at Titusville at 8:00 a. m.  
No. 12 PASSENGER—Leaving City 9:15 a. m., first train of the morning.  
No. 10 PASSENGER—Leaving City 9:45 a. m., first train of the morning.  
No. 10 PASSENGER—Leaving City 9:51 p. m., TITUSVILLE 9:52 p. m. arrives at Boyd Farm 10:00 p. m. and at Jacksonville 10:30 p. m. and at Jacksonville 10:30 p. m. arrives at TITUSVILLE 11:20 p. m.  
Trains leave for Jacksonville with Philadelphia and Erie, Railroad, and Atlantic & Gulf West end Railway East and West end with Buffalo County & Little Rock and Jacksonville.  
Trains South connect at Boyd Farm, (Petroleum C. Co.) with the Warren & Crystal Division for Old City, Titulose and Titusville.  
If SWEETSK, Gen'l Supt.

**RIVER RAILWAY**  
**NEW AND MOST DIRECT ROUTE TO THE**  
**OIL REGIONS**

**1868. SUMMER ARRANGEMENT 1868**

From Tuesday, May 19 1898 trains leave  
St. Louis for the oil regions as follows:  
99 miles a day - stop at principal stations as  
follows:  
**GOING NORTH TO OIL CITY & PETROK:**  
C.M. & St. L.  
**7.05 A. M.** Express to Lawrence, Indiana 176 miles  
At 10:00 a. m. in connecting train there with  
the Erie for Oil City 540 a. m. and for  
Petrok 6:10 a. m.  
**1.38 P. M.** Mail No. 2, arrive at 11:00 a. m. in  
connecting train with the Erie for Oil  
City 1:30 p. m. and for Petrok  
2:40 p. m.  
**4.00 P. M.** Express to return leaves from on  
the Erie for St. Louis at 4:00 p. m.

7.36 **A** M Freight No Baiters leaves P. M. Freight  
 arrives at Idaho at 12.40 Ophelia at 11.11  
 and arrives at 4.45 at P. M. Freight  
 6.15 **A** M Freight No Nine, is a O. G. C. Freight  
 arrives at P. M. Freight 7.10 at P. M. Freight  
 GOING SOUTH FROM P. M. FREIGHT  
 6.45 **A** M Mail No. Two arrives O. G. C. 9.25 a.m.  
 and arrives at Idaho 11.25 a.m. at  
 P. M. Freight 12.10 p.m.  
 7.20 **P** M Express No. Four, arrives O. G. C. 2.51 p.m.  
 and arrives at Idaho 5.5 p.m. at  
 P. M. Freight 6.54 p.m.  
 5.30 **A** M Freight No. Twelve leaves P. M. Freight  
 and arrives at 1.00 p.m. at P. M. Freight  
 the 8.15, Idaho, 1.00 p.m. at P. M. Freight  
 12.25 **P** M Freight No. Eight leaves P. M. Freight  
 Centre and arrives at O. G. C. at 1.55, Ophelia

**BUFFALO AND ERIE RAILROAD**

**LEAVE ENRIE—GOING EAST**

Night Express, 166 a. m., stopping at Wendell, Buffalo, Dunkirk, Silversburg, Gettysburg, Harrisburg, Philadelphia, New York.

**MAIL AND ACCOMMODATION, 600 a. m., stopping at**

New York Express, 7:00 a. m., stopping at Buffalo, Dunkirk, Silversburg, Gettysburg, Harrisburg, Philadelphia, New York.

**NEW YORK EXPRESS, 10:40 a. m., stopping at North**

Wendell, Cross Cut Junction, Dunkirk, Silver Creek, Buffalo, Gettysburg, Harrisburg, Philadelphia, New York.

**DAY EXPRESS, 1:45 p. m., stopping at North**

Buffalo, Wendell, Cross Cut Junction, Dunkirk, Silversburg, Gettysburg, Harrisburg, Philadelphia, New York.

**CINCINNATI EXPRESS, 7:35 p. m., stopping at North**

Wendell, Cross Cut Junction, Dunkirk, Silversburg, Gettysburg, Harrisburg, Philadelphia, New York.

**THE DAY EXPRESS, 8:00 a. m., stopping at North**

Buffalo, Wendell, Cross Cut Junction, Dunkirk, Silversburg, Gettysburg, Harrisburg, Philadelphia, New York.

**FOR NEW YORK, PHILADELPHIA, BOSTON, etc.**

**LEAVE BUFFALO—GOING WEST**

[illegible][illegible]

train from Buffalo at 8:50 a. m., stopping at all towns enroute at Cory at 11:45 a. m.  
 Kalamazoo from Boscawen, time of train from Boscawen at 1:45 p. m., Mayville 2:35, Summit 2:55 M. m. and 3:10 Mayville 3:50, and arrive at Cory at 4:40 p. m. R. R. from Mayville, and Boyd Farm  
 Commemorial Highway from Cory at 7:00 p. m., Mayville 7:45, Summit 8:25, Mayville 9:17, and arrive at Cory at 9:45 p. m.  
 Kalamazoo from Mayville leaves Mayville, Mich., Monday, early afternoon on arrival of Express from Boscawen  
 daniel

**1968.** **ISSUED**  
**PHILADELPHIA AND ERIE R. R.**  
 SUMMER TIME TABLE

The grain and direct route between Philadelphia, Pa.

On and after MONDAY, MAY 14th 1939  
trains on the Philadelphia & Erie Railroad will run  
as follows:

EASTWARD		
Mail Train leave Philadelphia	.....	11:15 a.m.
Express leave " "	.....	7:00 a.m.
" " " " " "	.....	8:00 a.m.
Erie Express leave Philadelphia	.....	12:30 p.m.
" " " " " "	.....	1:30 p.m.
" " " " " "	.....	10:05 a.m.
Warren Accom. leave Warren	.....	12:00 p.m.
" " " " " "	.....	1:00 p.m.
" " " " " "	.....	3:30 p.m.
EASTWARD		
Mail Train leave Erie	.....	11:00 a.m.

**A**

ALPHABETICALLY LEAVES AT WARTON FOR WARREN ACCOM ARRIVES AT CHEROKEE THROUGH	<div>at Philadelphia ..... 7:10 A.</div> <div>Erie Express leaves Erie .....</div> <div>" " at Philadelphia ..... 8:00 P.</div> <div>Warren Accom leaves Erie .....</div> <div>" " at Warton ..... 12:30 A.</div> <div>and returns to Erie .....</div>	\$1.00 74 C. 60 C. 80 C. 1.20 A.
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**CHESTER RIVER ROAD** BAGA

ALFRED L. TYLER,  
*(General Superintendent)*

**A LEIGHENEY VALLEY RAILROAD**

CONNECTING THE OIL REGIONS AND PITTSBURGH WITHOUT CHANGE OF CARS  
SHORTEST AND QUICKEST ROUTE.

ONE'S SERVICE

10 00 A M Express, leave Vannoy, opposite  
City, and arrives at Pittsburgh, 11 30 p. m  
5 00 P M Mail, leave Vannoy, opposite OH  
and arrive at Pittsburgh at 1 00 a. m.

GOING NORTH

7 00 A M Mail, leave Pittsburgh and arrive  
Vannoy, opposite OH City, 8 15 p. m  
12 00 P M Express, leave Pittsburgh and arrive  
at OH City, 1 P. M.

J. H. BLACKSTONE, Superintendent

April 13, 1906